

## SAILING DIRECTIONS CORRECTIONS

**PUB 192**                      **7 Ed 2000**                      **LAST NM 39/00**

Page 5—Line 57/L; read:  
available upon request.

Vessels of more than 50 grt, except those which normally navigate solely within the port, intending to receive bunkers must give notification in writing to and request permission from the relevant Harbor Master or Forth Navigation Service not less than 24 hours in advance. Such vessels must also report by VHF to the relevant Harbor Master or Forth Navigation Service immediately before bunkering is to commence and upon completion.

(BA NM 6/00) 46/00

Page 125—Lines 32 to 57/L; read:

Zuider Stortemelk, the main entrance channel for commercial traffic, leads close N of the N end of Vlieland. This channel has considerable depths in places but the bar, which lies at its E end, is subject to frequent change. It was reported (1998) that the least depth in mid-channel over the inner bar was 6m.

The channel is marked by buoys. The SM lighted buoy (53°19'N., 4°56'W.) is moored about 5 miles W of Vuurduin Light and marks the outer entrance.

Vlietstroom, a broad channel, is marked by buoys and leads from the inner end of Zuider Stortemelk into the Waddenzee. It extends SE for 3 miles and passes between Vlieland and Terschelling. Then it trends S for 3 more miles, where it divides into two smaller channels.

**Regulations.**—A Vessel Traffic Service (VTS) system has been established in the area of Zeegat van Terschelling. It is mandatory for all vessels. The system is controlled by the Brandaris Traffic Center, which is located at Brandaris Tower (53°22'N., 5°13'W.), on the SE side of West Terschelling.

Vessels must report to Brandaris VTS Center on VHF channel 2 when passing the SM lighted buoy. The report should include vessel's name, call sign, type, length, beam, draft, position, port of destination, port of departure, any dangerous cargo, and any special details.

All vessels in the area must keep a continuous listening watch on VHF channel 2.

(BA NP 287; BA NP 55) 46/00

Page 125—Lines 1 to 5/R; strike out.

(NIMA) 46/00

Page 126—Lines 34 to 37/L; read:

**Depths—Limitations.**—Vaargeul langs Pollendam, a narrow dredged approach channel, leads to the port. The fairway has a least depth of 3.7m (1999).

The main harbor, entered through two converging breakwaters, is divided into five tidal basins. These basins provide about 1,800m of quayage with depths of 3.2 to 7m alongside. There are facilities for general cargo, tanker, container, and ro-ro vessels. Generally, vessels up to 7,300 dwt, 130m in length, and 6.5m draft can be accommodated at HW.

There are also facilities for offshore oil and gas support vessels, fishing boats, and yachts.

Two locks within the port provide access to a canal which leads to Groningen. The largest lock is 127m long, 12m wide, and has a depth of 3.1m over the outer sill. Vessels up to 79m in length, 9.5m beam, and 2.6m draft can enter this lock.

**Pilotage.**—Pilotage is compulsory for vessels over 60m in length for Harlingen and other ports within the Waddenzee. Vessels should send their ETA at least 12 hours in advance of their arrival at the pilot boarding positions.

Pilots board vessels carrying hazardous cargo in the vicinity of the SM lighted buoy (53°19'N., 4°56'E.) and all other vessels in the vicinity of the ZS15 lighted buoy (53°19'N., 5°07'W.). Pilots are also available for Terschelling and Kornwerderzand.

Vessels should report to the port (Havendienst Harlingen) on VHF channel 11 about 30 minutes prior to arrival at the harbor.

(BA NP 55; BA NP 287) 46/00

Page 126—Lines 1 to 16/R; strike out.

(NIMA) 46/00